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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

# INFORMATION REPORT

CD NO.

COUNTRY USSR

DATE DISTR. 6 Dec. 1949

SUBJECT Aircraft Observed over Moscow

NO. OF PAGES 2

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PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The following aircraft were seen daily at the MOSCOW (37°32' E/ 55°47' N) Central Airport:

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a. 60 to 80 transport aircraft

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b. 4 or 5 twin-engine aircraft with retractable nose wheel and landing gear with twin-wheels; equipped with single and strikingly high rudder assembly; excellent take-off power (at least 1,500 HP per engine)

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c. 2 or 3 two-place biplanes.

2. The central airport was apparently used only by commercial aircraft. Military planes seemed to use the TUSHINO (37°25' E/ 55°49' N) field.

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3. The following observations were made before and during an air display in the summer of 1948:

a. Mass parachute jumps from about 80 aircraft of type II, twelve men jumping from each plane.

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b. Formation flying with 27 aircraft of type I.

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c. 40 to 50 jet aircraft with one power plant the size of a conventional fighter; speed: 500 to 560 mph. These jet planes took off individually from the direction of TUSHINO, developing a plume of smoke while climbing at a steep angle; the smoke then stopped (presumably rocket-assisted take-off). The planes, practicing stunt flying.

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Next Review Date: 2005

Approved For Release 2005/12/05 : CIA-RDP82-00457R003900090004-0

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assembled in groups of three and nine.

25X1 d. Two jet aircraft with two turbines [redacted] about the size of the Me-110, speed; about 400 mph. Never more than two of these planes seen at the same time; they flew individually and performed level flights.

25X1 4. Jet aircraft of type V [redacted] have been observed since December 1948. These aircraft were similar to type III, presumably somewhat larger and faster, but they did not exceed a speed of 600 mph. They always flew one after another but never more than three planes at a time.

25X1 5. In late February 1949 a plane of type VI [redacted] was seen. The aircraft was similar to the plane of type IV, but was a little faster, although slower than types III and V.

6. No jet aircraft were observed in bad weather. Apart from the smoke plumes developed at the take-offs of the type III aircraft, no smoke development was noticed. The jet aircraft produced a sound similar to that of artillery shells or dropping bombs.

25X1 [redacted] Comment:

+ The data on the observed occupation of the Moscow-Central Airport seems credible. Type I presumably was the IL-2; some Yak-16s may also have been at the field without being noticed

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++ Type II is the IL-12.

+++ Some of the types observed on occasion of Air Force Day in MOSCOW in 1948 are well described, although the elevator assembly set high at the rudder assembly is seldom recognized clearly.

Ø Type III, which was shown doing acrobatics, seems to be the well-known Yak-15.

ØØ Type IV probably was the new TUPOLEV bomber equipped with single rudder assembly and shown for the first time in July 1948. It is not known whether the power plants were actually mounted in the wings as shown on the attached sketch or suspended from the wings.

ØØØ Type V with swept-back wings seems to have been a development by LAVOCHKIN or MIKOYAN. This type is equipped with a turbine mounted in the interior of the fuselage.

" Type VI is taken for a new version of the TUPOLEV bomber with swept-back wings and power plants partly mounted in the wings.

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